

Application for Historical Site Designation

**Robert Andrew Chapman
and
Robert Andrew Chapman Shipyard**

Submitters:

Donald E. Chapman

Charles Armour

Date: March 26, 2006

Application for Historical Designation – Shipyard, Robert Andrew Chapman

A. Information

1. Applicants:

Donald E. Chapman
British Columbia

Charles Armour
Halifax

2. Identification of Subject:

The subject of this application is a combination of person and place. The person is a 19th-century shipbuilder by the name of Robert Andrew Chapman (February 2, 1835 – September 2, 1918).

The proposed site for designation is the location of a 19th-century Atlantic Canada shipyard, which produced 31 wooden sailing vessels between 1860 and 1883. Adjacent to the site was also a small town, Rockland, New Brunswick, which served the workers and families of the shipyard. The site was also adjacent to quarries which provided freestone for many buildings in major cities of the eastern seaboard of the United States. Indeed, the properties prior to shipbuilding apparently were held by freestone companies in the business of providing such stone. This particular site would be an useful illustration of such shipbuilding ventures throughout Atlantic Canada, and is also linked through ownership and proximity with other already-designated historical sites in the region.

Approximate Location: Shipyard: 45° 54' 9" N and 64° 33' 8" W, on the east side of the Memramcook River, near Dorchester, New Brunswick. See land surveys below

Significance:

For many practical reasons, this site is a superior candidate as an exemplar of 19th-century, Atlantic-Canadian wooden ship building. The site has been relatively untouched since the end of the shipbuilding era. The site itself has not been significantly overbuilt, nor has the topography been significantly altered by wind or water. The site and the associated community were in a relatively self-contained area, primarily under the direction of a single proprietor/builder. The quarries which are part of the story of the shipping of the area also are in close proximity. The site also is in relatively

close proximity to related historical sites, such as Fort Beausejour and the already-recognized Chapman house. There are some connections between the builder, the workers, and some of the ships captains with the existing Monument Lefebvre National Historic Site.

We believe that this site would blend into this existing tapestry of regional historic sites, but add to the existing sites by documenting a somewhat later period than the above sites, and, more importantly, documenting Atlantic Canadian social and economic factors which had a profound influence across the globe -- the creation of one of the world's great shipping fleets of the 19th century. The fleet of thirty vessels produced at this site is relatively well documented, and the research is continuing to this day.

The proprietor/shipbuilder, Robert Andrew Chapman, was a key local figure. He was descended from the Yorkshire migration to the area in the late 1700s. His great, great grandfather, William Chapman, is documented as having worked on Fort Cumberland (Fort Beausejour National Historic Site), and as having contributed to the establishment of the early Methodist Church in the region. The shipbuilder's great uncle was the builder of the Chapman House near Amherst (an already-designated historical site). Robert Andrew Chapman's grandfather and father were members of the New Brunswick Legislature, and Robert Andrew Chapman, himself, ran, albeit unsuccessfully for the New Brunswick Legislature (1872) and the Canadian Parliament (1878). In the latter case, he was defeated by Sir Albert J. Smith, although the election was hotly contested (see the poem in the documentation section below).

As Althea Douglas (1984) writes:

When Alexander Mackenzie's government called an election in the late summer of 1878, Sir Albert J. Smith had represented Westmorland in Ottawa since 1867, had been minister of marine and fisheries since 1872, and was Knight Commander of St. Michael and St. George, since May 25. He was at the height of his power and popularity.... The local Liberal-Conservatives were not going to let Sir Albert keep his seat without a fight and 'Mr. Chapman was prevailed upon to take the nomination, knowing the odds were all against him.' By election day, September 17, Sir Albert had returned to Ottawa, but he was not to return to power. He held his seat, poling slightly under fifty-seven percent of the vote, but his party lost and he was relegated to the opposition benches.

Over the years in the region, Robert Andrew Chapman served in various roles in addition to shipbuilding. He was postmaster at South Rockland, New Brunswick, 1873 to the closing of that post office in 1887. He served on the local Westmorland County Council; he was High Sheriff for a period beginning in 1880; he was a Justice of the Peace; he was an officer in the militia; and he finished his career as a Federal Fisheries Inspector (circa 1890- circa 1914). As Federal fisheries inspector, in 1892, he was appointed as Commissioner to enquire into fishing bounty fraud claims in Shippegan and Petit Rocher, Gloucester, New Brunswick.

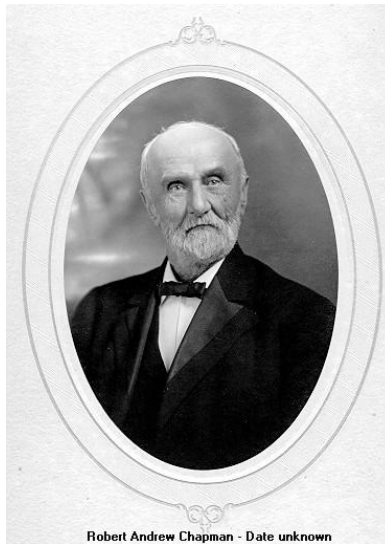


Photo of Robert Andrew Chapman, circa 1915

Immediate Family:

Robert Andrew CHAPMAN was born 2 Feb 1835 in Dorchester, Westmorland, New Brunswick, Canada and was christened 5 Jul 1835 in Sackville, Westmorland, New Brunswick, Canada. He died 2 Sep 1918 in Moncton, Westmorland, New Brunswick, Canada and was buried in Moncton, Westmorland, New Brunswick, Canada.

Robert married **Mary Elizabeth FROST**, daughter of Shepherd Johnson FROST and Mary CARTER, on 18 Oct 1859 in Dorchester, Westmorland, New Brunswick, Canada. Mary was born 7 May 1836 in Chatham, Northumberland, New Brunswick, Canada and was christened 21 Jun 1836 in Chatham, Northumberland, New Brunswick, Canada. She died 27 Jun 1900 in Moncton, Westmorland, New Brunswick, Canada and was buried in Moncton, Westmorland, New Brunswick, Canada.

They had the following children:

1 M i. **Adelbert Cavour CHAPMAN** was born 25 Oct 1860 in Dorchester, Westmorland, New Brunswick, Canada and was christened in Dorchester, Westmorland, New Brunswick, Canada. He died 1 Sep 1943 in Moncton, Westmorland, New Brunswick, Canada and was buried 3 Sep 1943 in Moncton, Westmorland, New Brunswick, Canada.

Adelbert married **Althea Alice CLEVELAND**, daughter of Isaac CLEVELAND and Rebecca Jane COCHRAN, on 24 Oct 1883 in , , New Brunswick, Canada. Althea was born 5 Oct 1861 in, Saint John, New Brunswick, Canada. She died 28 Jul 1933 in Cape Brule, Westmorland, New Brunswick, Canada and was buried 31 Jul 1933 in Moncton, Westmorland, New Brunswick, Canada.

2 M ii. **Hedley Elmore CHAPMAN** was born 11 Feb 1862 in Rockland, Westmorland, New Brunswick, Canada and was christened in Dorchester, Holy Trinity. He died 27 Feb 1864 and was buried in Dorchester, Westmorland, New Brunswick, Canada.

3 F iii. **Annie Elizabeth CHAPMAN** was born 27 Sep 1864 in Rockland, Westmorland, New Brunswick, Canada. She died Nov 1909 and was buried 14 Nov 1909 in Dorchester, Westmorland, New Brunswick, Canada.

Annie married **Murray Robert DOBSON**, son of William Murray DOBSON and Jane KING, on 12 Sep 1881. Murray was born 24 Oct 1857 in Beaumont, Westmorland, New Brunswick, Canada. He died 21 Jun 1923 in Essondale, New Westminster, British Columbia, Canada and was buried in Dorchester, Westmorland, New Brunswick, Canada.

4 M iv. **William Ashley CHAPMAN** "'Noon' or 'Capt. Billy'" was born 14 Jul 1865 in Rockland, Westmorland, New Brunswick, Canada. He died 24 Feb 1940 in Vancouver, New Westminster, British Columbia, Canada.

5 F v. **Charlotte Edna CHAPMAN** "Edna" was born 18 Feb 1867 in Rockland, Westmorland, New Brunswick, Canada. She died 13 Jan 1929 in Moncton, Westmorland, New Brunswick, Canada.

Edna married **David STEWART** "Dave" on 26 Oct 1892 in Moncton, Westmorland, New Brunswick, Canada. Dave was born 2 Nov 1863 in , , New Brunswick, Canada. He died ?.

6 M vi. **Frederick Bruce CHAPMAN** was born 1 Feb 1869 in Rockland, Westmorland, New Brunswick, Canada. He died 10 Dec 1943 in Dorchester, Westmorland, New Brunswick, Canada and was buried in Moncton, Westmorland, New Brunswick, Canada.

Frederick married (1) **Johanna Josephine TOOMBS**, daughter of Benjamin TOOMBS and Eliza Jane MACGREGOR. Johanna was born 25 Sep 1869 in Charlottetown, Queens, Prince Edward Island, Canada. She died 22 Sep 1952 in New Orleans, , Louisiana, U.S.A..

Frederick also married (2) **Sarah Oldham SMITH** "Sade", daughter of Robert Barry SMITH Rev. and Tahmahroo Wenonah KNAPP, in Aug 1912 in Eastport, , Maine, U.S.A.. Sade was born 25 Apr 1881 in Moncton, Westmorland, New Brunswick, Canada. She died 1968 and was buried in Moncton, Westmorland, New Brunswick, Canada.

3. Criteria for Selection:

We believe that the activities related to this site and the role of Robert Andrew Chapman meet criteria as set out in the National Historic Sites and Monuments Board criteria, 1 b, c and d.

The Canadian Encyclopedia © 2006 Historica Foundation of Canada, in part, states the following:

The Canadian merchant fleet in 1878 numbered 7196 vessels, of 1 333 015 aggregate tonnage, making Canada the fourth-largest shipowning nation in the world, a position that has been regained on 2 occasions since, in 1918 and in 1944. The industry gave employment to craftsmen and lumbermen, provided bottoms for transport of goods and immigrants and, perhaps the greatest commercial advantage, had favourable influence on the balance of payments; at times ships were the most valuable exports of the colonies.

Between 1786 and 1920, over 4000 wooden sailing ships exceeding 500 tons were built in eastern Canada. The fast passages made by Canadian-built ships, their great size and innovative design made them popular among British owners and contributed to Britain's commercial conquest of the seas. As iron- and steel-hulled sailing ships and steamships built in Britain, Germany and Denmark replaced wooden square-riggers, Canada found it harder and harder to compete. By 1895 the Canadian builders were out of the big-ship business, although construction of fishing schooners and coasters continued for many years. Tens of thousands of men skilled in marine ironworking, sail making, wood shaping, etc, were put out of work.

Shipbuilding - Dorchester and Rockland

The period from the 1820's until the mid-1860's can certainly be described as the "Golden Age of Sail" in the Maritimes. In the mid 1860's Canada was supplying over one quarter of all British shipping and a large share came from the Maritimes. In the peak years of 1865 over 660 vessels were built in the Maritimes and 251 of these were built in New Brunswick. After the world depression of 1867-68 trade rapidly increased and although the British demand for Canadian vessels decreased, more Canadian ship owners became involved in the international trades and there was a subsequent increase in shipbuilding and ship ownership. The last great peak in shipbuilding occurred in 1874 when 368 vessels, totalling nearly 160,000 tons were built in the Maritimes and 104 of these vessels, totalling 49,468 tons were built in New Brunswick. Four years later, in 1878, the peak year of Canadian ownership, Canada stood fifth in the list of ship owning countries in the world and 7,469 vessels, totalling over 1.3 million tons were on the registry books of Canada. Of these 4,467 vessels, totalling 943,583 tons were registered in the Maritimes and 1,142 vessels, totalling 335,965 tons were registered in New Brunswick.

Saint John opened as a port of registry in 1784. The original copies of these registers, at the Public Archives of Canada only go back to 1824 and are on microfilm. There are copies of some of the earlier registers, 1812 -1813 and 1818 to 1823 at the Public Record Office in London and these are also available on microfilm. Unfortunately from 1854 to the early 1870's the names of the ship builders are not given in the shipping registers although often they can be identified because they are one of the owners.

The shipping registers give the full details of 81 vessels built in Dorchester from 1825 to 1899 and also references to 2 others built in 1816. 34 vessels were built in Rockland

Three men dominated the shipbuilding community in the Dorchester area: Gideon Palmer and William Hickman in Dorchester and Robert A. Chapman in Rockland. Gideon Palmer began building in 1854 and continued for 22 years and built 16 vessels of which he owned shares and possibly another 4

which were owned by Acalus L. Palmer. Gideon Palmer was the managing owner of most of his vessels and also owned shares in some of the Chapman vessels. When he died in 1880 the shipyard was taken over by his three sons: Hiram, Bartlow and Philip who built 3 more. William Hickman built 3 vessels in Hillsborough between 1863 and 1865 before moving to Dorchester. when he purchased the shipyard of John McMorran and James L. Dunn, who had built 4 vessels on Dorchester Island between 1854 and 1857 which is located directly across the river from the Chapman shipyard.. From 1867 until 1882, Hickman built 18 more vessels. Between 1860 and 1883 Robert A. Chapman built 31 vessels and another 3 vessels were built in Rockland by Thomas M. MacKelvie between 1871 and 1878.

Robert A. Chapman had shares in most of the vessels he built together with a few members of the Chapman family and several members of the Taylor family in Rockland who were his cousins. Most of the other owners were local residents from Rockland and Dorchester. Chapman built 6 vessels for John F. and Charles E. Taylor of Taylor Bros. of Saint John who were his brothers in law.

While a few of the vessels only lasted a few years many of the others were afloat for 20 to 30 years and the **Barque R. B. CHAPMAN** was afloat for 38 years. In order to find out what happened to Canadian vessels after they were sold to British owners or sold to foreign owners, it is necessary to check the copies of the British Mercantile Navy List “ “Lloyd’s Register of British and Foreign Shipping ”, “ Record of American and Foreign Shipping ” and “ Bureau Veritas “. These sources also give information on vessels which were reported wrecked or abandoned and were later salvaged and under foreign registration.

While not a unique shipbuilding site relative to the many other such sites across Atlantic Canada, the R.A. Chapman shipyard has some unique qualities, such as those mentioned above, which may well position this site to be a very interesting model.

Certainly in terms of the Monuments Board criteria related to “Rural Historic Districts of National Significance,” this site would seem to be an excellent site for demonstrating the way in which environment, economic, social and other conditions came together to create a particularly-Canadian human enterprise. Robert Andrew Chapman’s shipyard, like many others of the time -- post-confederation and with the emerging technology of steam -- went into decline and was lost. The site was also the location of a village, ‘Rockland, New Brunswick,’ which disappeared over the years after the demise of the shipyard facility.

Because the shipyard site is relatively undisturbed, it and the related communities and quarries would seem to offer considerable potential as an archaeological site. Because the site is in a relatively untouched area – even today -- perhaps at some future time there is also the potential to consider some aspects of re-construction. The current local landowner, Mr. Paul Landry is aware of the locations of various elements of the shipbuilding and town sites.

Culture, Tradition and Politics:

As mentioned above, Robert Andrew Chapman was a significant leader in the region during the pre and post-Confederation era in what is now Canada. His leadership activities and social and family connections can be linked with many key events of his own times. His own life is also an example of the social and political developments of the area from earlier times.

We understand that Robert Andrew Chapman was fully bilingual and quite highly respected by the Acadians who remained in the area, many of whom apparently were employed in this shipyard. This area is very close to the Acadian National Monument at St. Joseph, Memramcook, and while there is no specific connection to the Acadians of the area, Chapman was a descendant of the Yorkshire settlers who – in part – were encouraged to settle, replacing the expelled Acadians in the previous century. Althea Douglas reports that Robert Andrew Chapman was a proponent of separate French schools in the province of New Brunswick, and his activities on behalf of the Acadiens were celebrated at St. Joseph, July 1, 1871

Robert Andrew's eldest son, A.C. Chapman (1860 – 1943), went on to be mayor of Moncton, New Brunswick, was a noted local business person in his own right, and was a key leader in the development of hospital care in Moncton. A.C. Chapman also married into a shipbuilding family from Saint Martins.

Robert Andrew Chapman was also cousin to Clifford William Robinson, who was a contemporary of A.C. Chapman, a business associate of A.C. Chapman, and ultimately Premier of New Brunswick and Senator of Canada.

Robert Andrew Chapman was a close business associate with the Taylor family from the area, many of whom were involved in the financing and mastering of the sailing vessels of the time (see the attached list of vessels and ownership). Chapman's brother, Henry Daniel, a master mariner, married into the Salter family, notable for earlier shipbuilding in Moncton.

There is no immediate connection between the above activities and the Aboriginal Peoples' history, although there are currently-designated First Nations' lands in the area.

4. Existing Historical Recognition:

Robert Andrew Chapman was the second cousin, one generation earlier, of Dr. John Clarence Webster, former Chair of the Historical Sites and Monuments Board of Canada, and noted regional historian.

As indicated earlier, Robert Andrew Chapman is a descendant of William Chapman, one of the original Yorkshire settlers in the Chignecto region, and whose early activities in the area are documented at the Fort Beausejour National Historic Site. Robert Andrew Chapman is also descended from the Black family, and his great uncle, William Black is noted at Point de Bute as responsible for early Methodism in the region.

The 'Chapman House', is documented by the Historic Sites and Monuments Board of Canada by a plaque, the English text of which reads as follows:

Chapman House

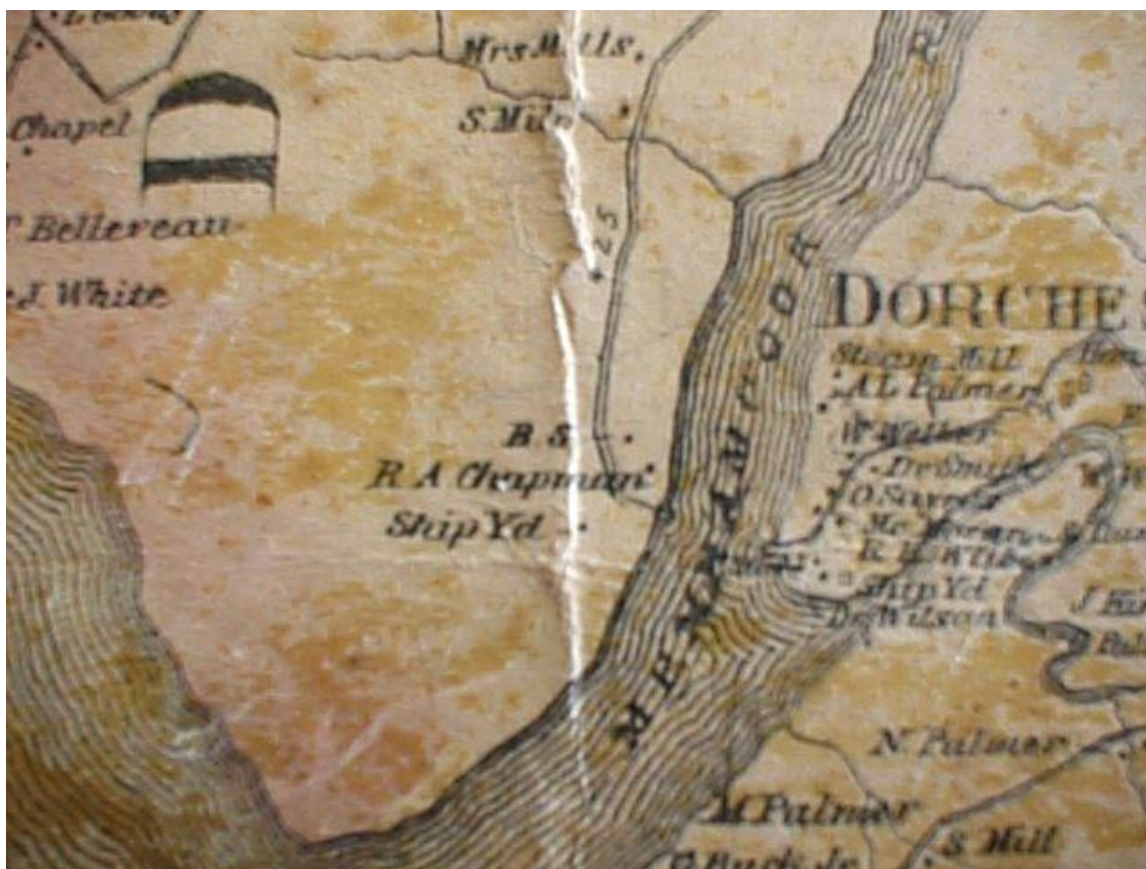
William Chapman, a pre-loyalist immigrant from Yorkshire, built this house in the late 1770s from local materials. It has been occupied by Chapman and his descendants for almost two centuries, and although slightly modified, it still preserves the basic form and many of the details of a prosperous late 18th century farmhouse.

5. Documentation:

Visual Resources:



1862 Walling Map, Showing Dorchester Area,
see enlargement below





Circa 1926 Air Photo of the area, showing shipyard location on left side of Meramcook River, on bottom 1/3 of photo



Plot Plan Provided by property owner, Paul Landry,
February 2006-02-20

Written Documentation:

A. See Appendix 1 – A listing of vessels built at the R.A. Chapman shipyard, and related details.

B. See Appendix 2, County of Westmorland Registry Records – Detailing records related to Robert Andrew Chapman

C: Books, Monographs & Other Publications:

Armour, Charles A. & Lackey, Thomas (1975). Sailing Ships of the Maritimes. Toronto: McGraw-Hill Ryerson Ltd.

Bowser, Reg B. (1986). Dorchester Island and Related Areas. Sackville, New Brunswick.

Donovan, Kenneth J. (1973) New Brunswick And The Federal Election Of 1878. Unpublished University of New Brunswick, M.A. thesis.

Douglas, Althea (1984). The Atlantic Advocate. (74)6, Feb. 1984, 'The Lion' and the Shipbuilders, pp.38-40.

Martin, Gwen L. (1990). For Love of Stone. Vol. I: The Story of New Brunswick's Building Stone Industry. Fredericton: Mineral Resources Division, Province of New Brunswick.

Milner, W. C. (1932). Early History of Dorchester and the Surrounding Area. Sackville: The Tribune Press Ltd.

Parker, Kenneth Y. (1962). Beyond the West. Truro: Truro Printing and Publishing Co.

Patten, Ethel E. (1979). The Hills of Home. Yarmouth: Lescarbot.

Petchy, Helen M. (1987). The Atlantic Advocate. (78)3, Nov. 1987, Another Shipbuilding Town – Dorchester in the 1800s, pp. 33-35.

Petchey, Helen M. (1991). The Dorchester Chapmans – A Shiretown Saga. Self-published monograph

Tizzard, Aubrey M. (1978). Methodism - A Flame. – Newtonville, Ontario: R&A Tizzard.

Wallace, Frederick W. (1927). In the Wake of the Wind-Ships. Toronto: The Musson Book Company, Ltd.

Wallace, Frederick W. (1973). Wooden Ships and Iron Men. Mia Studio, Belleville, Ontario.

Wright, Esther Clark (n.d.). Saint John Ships and Their Builders. Wolfville, Nova Scotia: Esther Clark Wright.

D: Newspapers:

CHIGNECTO POST - August 8, 1878 - Mr. Chapman's Candidature

CHIGNECTO POST – September 12, 1878 – The Knight Distanced by Chapman in Race for Ottawa (political poem):

This is the Parliament House at Ottawa;
This is the forty-five thousand dollars,
That came from the Parliament House at Ottawa;
This is the Knight who wanted the dollars,
That came from the Parliament House at Ottawa;
This is the man that defeated the Knight,
That wanted the forty-five thousand dollars,
That came from the Parliament House at Ottawa.



This is the Canal that he promised to build,
Like the rest of his promises never fulfilled,
And after election so ruthlessly killed,
By raising objections in which he was skilled,
When once he secured the forty five thousand dollars,
That came from the Parliament House at Ottawa.

This is the boat called the "Northern Light,"
That ploughed through the ice with power and might,

And took thousands of dollars to keep water tight,
But yet was declared a success by the Knight,
Who wanted the forty-five thousand dollars,
That came from the Parliament House at Ottawa.

This is the Railway held out as a lure,
When he wanted to make his elections secure,
And withdrawn when he thought it was perfectly sure,
Bit is more of a fraud than the country'll endure,
From the Knight who wanted the dollars,
That came from the Parliament House at Ottawa.

These are the Rails that he offered to lend,
But refused them when the people to claim them did send,
And now his refusal he tries to defend,
And says he will make it all right in the end,
For another forty-five thousand dollars,
That came from the Parliament House at Ottawa.

This is the County that will not be fooled,
And has made up its mind to no longer be ruled,
Whose regard by this time has thoroughly cooled,
For the Knight that wanted the dollars,
That came from the Parliament House at Ottawa.

These are the men who stood ready to fight,
Sustaining the battle with confidence bright,
Who took for a motto their country and right,
And working together have nonplussed the Knight,
Who wanted the forty-five thousand dollars,
That came from the Parliament House at Ottawa.

This is the place he will occupy then,
"With Burpee and Vail and that sort of men,"
He takes a back seat in his own native glen;
Sheds the laurels of office and lays down his pen,
From signing the checks for the dollars,
That came from the Parliament House at Ottawa.

This is the money the pure Knight has spent,
In bribing the voters wherever he went;
He's made up his mind to get back every cent,
Paid for debauching the county he'd then represent,
Out of another forty-five thousand, dollars,
He'd get from the Parliament House at Ottawa.

CHIGNECTO POST, THURSDAY, OCTOBER 10, 1878: The Liberal Conservative Cause In Westmorland: The Chapman Dinner

THE SACKVILLE TRIBUNE: Thursday, September 5, 1918:

Moncton, Sept. 3 -- The death of Mr. Robert Andrew Chapman occurred on Monday afternoon, about 4:30 o'clock. The deceased was one of Moncton's oldest and most highly esteemed residents, being also well known not only in Moncton and vicinity, but throughout the whole province. Previous to his last illness, Mr. Chapman had been quite active, and was remarkably bright for a man of his years. He was taken sick two or three weeks ago, but it was not until the last eight or ten days that his condition became serious.

The late Mr. Chapman was born in Dorchester, February 2nd, 1835, and at the time of his death was 84 years and 7 months of age. He was the son of the late Robert B. Chapman and Margaret Weldon. In his earlier days he was extensively engaged in shipbuilding at the shire town, and built some thirty-five (sic) wooden vessels in his day. He took quite an active part in politics in his earlier life.

Mr. Chapman unsuccessfully contested Westmorland in two elections. In 1872 he was a candidate for the local Legislature and in 1878 he was the national policy candidate against the late Sir Albert J. Smith.

In 1880, he was appointed High Sheriff for Westmorland, a position which he filled most honourably for some eight or ten years. About 1890, he received a Dominion Government appointment, being chosen as Inspector of Fisheries for Westmorland and the North Shore counties. He held this position up to the time of his superannuation about four years ago, being regarded as a most competent and energetic official.

In addition to the above public offices, Mr. Chapman had resided in Moncton for the past thirty years, and was held in very high esteem by all classes of citizens. He was a member of the Central Methodist Church and took a keen interest in all matters relating to the welfare of the city. Since the outbreak of the war, he had been a close reader of events, and took a very optimistic view in favour of the Allied cause as to the outcome of the great world struggle.

The deceased is survived by three sons and one daughter. The sons are Ald. A.C. Chapman, manager of the N.B. Wire Fence Co.; Fred of the C.G.R., and W.[William] A. , Vancouver. The daughter is Mrs. Stewart, wife of Mr. David Stewart, assistant manager of Springhill Mines. His wife predeceased him some eighteen years. He is also survived by one brother, Captain Henry D. Chapman of New Jersey, and one sister, Mrs. Captain E.H. O'Neal at present residing in Dorchester.

Although Mr. Chapman had reached a ripe old age, yet his death will be heard of with sincere regret by many friends and acquaintances throughout the County of Westmorland.

SAINT JOHN DAILY NEWS, OCTOBER 24, 1876: Notes on a Trip Through Rockland, N.B.

E. Other Published Documents Referencing Robert Andrew Chapman:

A Cyclopaedia Of Canadian Biography, (date unknown), p263:

CHAPMAN, ROBERT ANDREW, Dorchester, New Brunswick, was born in Dorchester, county of Westmorland, New Brunswick, on the 2nd of February, 1835, where he has resided ever since. His father was Robert B. Chapman, and his mother, Margaret Weldon. Both Mr. Chapman's great-grandfather and grandfather emigrated from Yorkshire, England, in 1775(sic), and both represented the county of Westmorland in the New Brunswick legislature. The wife of the latter was Sarah Black, sister to William Black, commonly known as 'Bishop Black,' the father of Methodism in the Maritime provinces. Margaret Weldon's grandfather, on the paternal side, came to America from North Allerton, Yorkshire, in 1770, and her ancestors on the maternal side -- the Killams -- were United Empire Loyalists. Robert A. Chapman received his primary education in the public schools, and afterwards studied under an Irish teacher, who was noted as a mathematician. When he grew up to manhood, he adopted mechanical pursuits, went largely into ship building, and from 1860 to 1878 built upwards of thirty vessels, principally barques and ships, varying from 600 to 1,500 tons burthen.

Mr. Chapman holds a captain's commission in the reserve militia. He has been a justice of the peace for a long time; and was high sheriff of the county of Westmorland from 1879 to 1886. On the organization of the municipal council for Westmorland county, he was, along with Hon. P.A. Landry, elected as a member by acclamation for Dorchester parish, and continued to sit in this body until he was made high sheriff; and again, in 1886, he was elected to this council. He was an unsuccessful candidate in his county for a seat in the New Brunswick legislature in 1872; and again in 1878, against Sir A.J. Smith, for a seat in the House of Commons, at Ottawa. On both occasions, however, he polled a large vote. In politics, Mr. Chapman is a Conservative; and in religion and adherent of the Methodist church. He was married on the 18th of October, 1859 to Mary E. Frost, daughter of Stephen (sic) Frost, late of Chatham, New Brunswick.

6. Suggestions for Further Research:

As indicated above, there is much archaeological work that could be accomplished. There is a need for documentation of the town site as well as the ship yard.

In terms of social history, there is much work that could be done on the interconnections and relationships of these pre-confederation times, including the webs of ship ownership, the political and social webs, and investigations of the religious and cultural connections.

Ongoing research is being conducted by Charles Armour into the history, economics and technologies of Atlantic Canada shipbuilding, as well as into the social relationships. Current emphasis is being placed on the ownership histories of the various vessels built.

There were a number of other former shipyards in the immediately adjacent geographic region, owned and run by people of names such as Hickman & Palmer in Dorchester, Boultenhouse, Dixon, Purdy in Sackville. There is much yet to be studied about the relationships (commercial and otherwise) among these enterprises and people.

7. Proponents/Interested Parties:

Applicants:

Donald E. Chapman
British Columbia

Charles Armour
Halifax

Current Property Owner:

Paul Landry
New Brunswick

Institutions or Organizations:

Tantramar Heritage Trust, Inc
Sackville, New Brunswick

Westmorland Historical Society
Dorchester, New Brunswick

Others:

Althea Douglas
Ontario

Don Durant
Ontario

Edward Turner and Lynda Ann Turner
Ontario

B. Information Requirements for Applications Concerning a Place

1. Address/Location:

Approximate Location: Shipyard: 45° 54' 9" N and 64° 33' 8" W

2. Boundaries of the Site Proposed:

The shipyard site is as set out in the property map as set out in the “**5. Documentation**” (above). If it was decided to also designate the Rockland village site, this would require some additional research to establish the boundaries of that site and associated infrastructure such as the cemetery.

There are too, of course, associated quarries in the area, but these are not subject of the current application.

3. Components of the Historic Property:

Shipyard (primary)

Ship's cradles

Launch area

Saw pit

Associated buildings

Builder's residence

Village (secondary)

Workers residences and outbuildings

Post office

Cemetery

Religious and Meeting buildings

Quarries in general proximity

4. Site Condition:

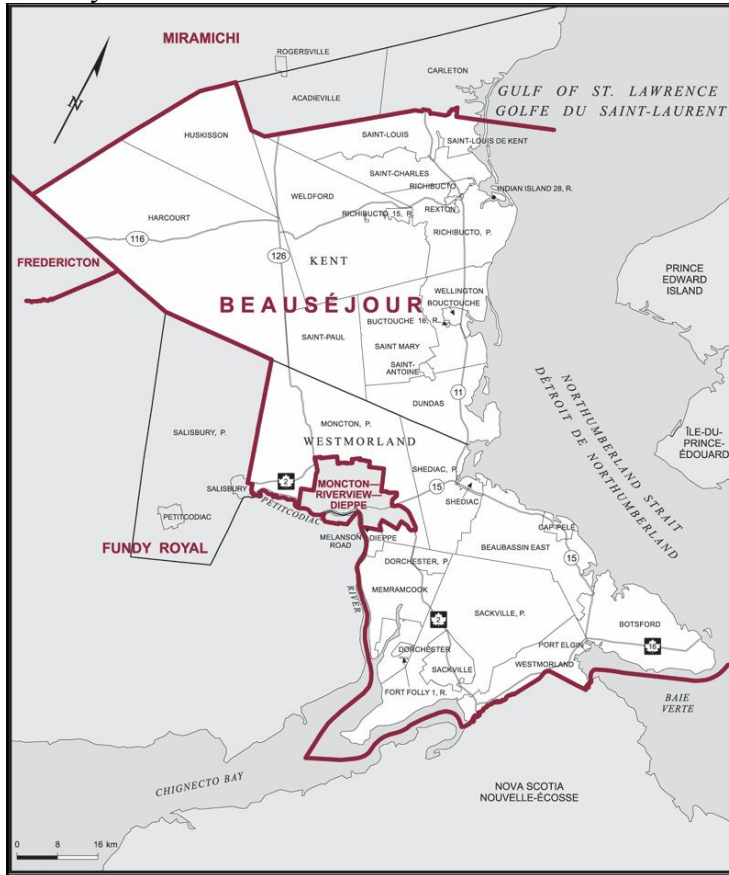
The current sites are generally undeveloped, although the area contains seasonal residences. I am told that some foundations remain, but that some materials for buildings on the site were removed to the Acadian Historical Monument as building materials, during the last century.

The primary current landowner is very interested in the history of this site and very supportive of at least modest designation in the form of monument and or plaque. Any additional development is not the subject of this application and would require further discussion with the local land owner(s).

5. Federal Riding:

Electoral district of Beauséjour (New Brunswick)

January 2006 Member of Parliament: **Dominic LeBlanc**



7. Property Owner:

As indicated previously, the property owner for the shipyard site itself is fully in support of this application. The contact information is as follows:

Paul Landry
New Brunswick

Appendix 1
Robert Andrew Chapman

Vessels built at Rockland, N. B.*							
No.	Vessel Name	Type	Size Tons	Launch Date	Registration Details	Ownership	Final Disposition
1	VILLAGE BELLE	Brigantine	177	July 3, 1860	Saint John, N.B. no. 32, 1860 (July 26)	Robert A. Chapman and 10 others from Rockland and Dorchester and 2 merchants from Saint John.	The vessel was condemned at St. Thomas on Feb 14, 1872, and afterwards sold and burnt.
2	SWAN	Schooner	54	May 17, 1861	Saint John, N.B. no. 17, 1861 (June 20).	Robert A. Chapman, David Taylor, 5 other members of the Taylor family and 4 others from Rockland and Dorchester.	The vessels was broken up and burnt in August, 1875.
3	EDWARD BARRON	Brig	219	Dec. 4, 1861	Saint John, N.B. no. 2, 1862 (Jan. 29)	Robert A. Chapman and 2 other members of the Chapman Family. Charles U. Chandler, Thomas Cochran, 5 others from Dorchester and Joseph McAlmon, a master mariner from Hopewell.	The vessel was abandoned at sea in July, 1862.
4	ALFARETTA	Brigantine	228	Aug. 29, 1863	Saint John, N.B. no. 77, 1863 (Sept 12).	Edwin V. Godfrey, Thomas and William Cochran, Charles U. Chandler, 3 members of the Lamb family, 3 others from Dorchester, 2 from Saint John and a school teacher from Westmoreland.	The vessel was sunk at Hell Gate, near New York on Nov. 28, 1871. Raised about a month later and sold , registered at New York and renamed N. A. WILLIAMS. In 1881 the vessels was listed as registered at Limerick, renamed ALFARETTA and was reported in 1887 as lost and used as a lighter .

5	CAVOUR	Brigantine	231	June 23, 1864	Saint John, N.B. no. 34, 1864 (July 16)	Robert A. Chapman. William Cochran, 2 members of the Lamb family, Edward B. Chandler and 4 others from Dorchester, 2 from Saint John and Henry D. Chapman a master mariner.	The vessel was lost on Little Black Rock Reef, Acklands Island on Oct. 30, 1866.
6	CAPELLA	Schooner	191	May 14, 1866	Saint John, N.B. no. 21, 1866 (May 31)	Robert A. Chapman, 5 members of the Taylor family, 2 members of the Newcomb family and 4 others all from the Dorchester area.	The vessel was sold at Ardrossan, England on Oct. 10, 1874 and registered at Ardrossan until lost on Dec. 11, 1883.
7	LEONA	Brigantine	240	June 13, 1866	Saint John, N.B. no.32, 1866 (July 4)	Robert A. Chapman, William & Thomas Cochran, 3 members of the Lamb family, 5 others from Dorchester and 2 from Saint John.	The vessel was sold in Dublin on Sept. 22, 1876 and registered at Dublin until reported as a hulk in 1891.
8	ROBERT GODFREY	Barque	774	May. 25, 1868	Saint John, N.B. no. 27, 1868 (June 9)	This was the first large vessel built by Chapman and Oliver Pittfield came from Saint John to superintend the construction. Owned by Robert A. Chapman, Edward B. Chandler, Gideon Palmer, 7 members of the Taylor family, 2 members of the Lamb family, 2 members of the Godfrey family, Joseph Newcomb and 2 others.	The vessel was wrecked on Dec. 27, 1880 on Capo San Vito. Sicily.

9	DAVID TAYLOR	Barque	599	Sept. 21, 1869	Saint John, N.B. no. 69, 1869 (Oct. 27)	Robert A. Chapman, Gideon Palmer, Edwin B. Chandler, 3 members of the Taylor family, 4 members of the Godfrey family, 2 members of the Lamb family and 5 others.	The vessel was wrecked on May 20, 1890 near Lockeport, N. S.
10	G. P. SHERWOOD	Brigantine	400	Sept. 27, 1870	Saint John, N.B. no. 65, 1870 (Oct. 12)	Robert A. Chapman, 8 members of the Taylor family, 3 members of the Godfrey family, 2 members of the Lamb family, George Cochran and 6 others.	The vessel foundered at sea on June 14, 1884 on a voyage from Philadelphia to Halifax.
11	ALGERIA	Barque	620	Aug 2, 1871	Saint John, N.B. no. 57, 1871 (Aug. 30)	John F. and Charles E. Taylor of Taylor Bros. of Saint John and 5 others.	The vessel was sold to Francis Tufts in 1886 and stranded and became a total loss on Oct. 13, 1890 at Cape Dauphin, Cape Breton.
12	R. B. CHAPMAN	Barque	555	April 9, 1872	Saint John, N.B. no. 20, 1872 (May 1)	Robert A. Chapman, Edward B. Chandler, 3 members of the Taylor family, 2 members of the Lamb family and 10 others from the Dorchester area.	The vessel was sold to Russian subjects in 1887, renamed SARA and was under Russian registration until ca. 1910.
13	VESTA	Schooner	132	July 23, 1872	Saint John, N.B. no. 62, 1872 (Aug 2).	Robert A. Chapman, Edward B. Chandler, Gideon Palmer and 4 other members of the Palmer family and 2 others all from Dorchester and a barrister from Saint John.	The vessel was wrecked on Block Island, Rhode Island, U. S. on Oct. 29, 1883.
14	LIZZIE WRIGHT	Barque	988	Oct. 19, 1872	Saint John, N.B. no. 96, 1872 (Nov. 16).	Robert A. Chapman, George Wright, John Wright, James Wright and 3 others from Coverdale.	The vessel was sold to Norwegians at Porsgrund in 1890, renamed DOVRE and was registered in Norway until ca. 1908.
15	WILLIAM DOBSON	Brigantine	256	April 30, 1873	Saint John, N.B. no. 14, 1873 (May 1).	Robert A. Chapman, William Dobson and David E. Taylor, all from Rockland.	The vessel was wrecked of San Juan, Puerto Rico on April 12, 1876.

16	ARCADIA	Barque	788	July 12, 1873	Saint John, N.B. no. 50, 1873 (Aug. 22)	John F. and Charles E. of Taylor Bros. in Saint John and 4 others.	The vessel was sold to Norwegians in 1889, renamed NORGE and lost in May, 1890.
17	MARY E. CHAPMAN	Barque	696	Dec. 20, 1873	Saint John, N.B. no. 85, 1873 (Dec. 22)	Robert A. Chapman, Gideon Palmer and 10 others.	The vessel was stranded in a gale on Feb. 24, 1894 on Stone Horse Shoal near Tybee Island, Georgia, U. S. and became a total loss.
18	ALASKA	Brigantine	529	July 1, 1874	Dorchester, N.B. no 1, 1874 (July 10)	John F. and Charles E. Taylor of Taylor Bros. in Saint John and 4 others.	The vessel was sold and registered at St. John's, N.F.L. in 1889 and totally lost off Glace Bay, Cape Breton in January, 1893.
19	ROBERT A. CHAPMAN	Barque	982	Oct. 29, 1874	Dorchester, N.B. no.3, 1874 (Nov. 23).	Robert A Chapman, Gideon Palmer, Edward B. Chandler, 4 members of the Taylor family and 8 others.	The vessel was wrecked on Colorado Reefs off the coast of Cuba on Feb. 23, 1885, condemned and sold by public auction.
20	J. B. NEWCOMB	Barque	891	July 30, 1875	Dorchester, N.B. no.4, 1875 (July 30).	John B Newcomb, Robert A. Chapman, Joseph Newcomb, Gideon Palmer, 6 members of the Taylor family and 14 others. John B. Newcomb was the master until 1886.	The vessels was sold to Norwegians on July 3, 1889 renamed AUSTRIA and in 1894 was registered at Aberdeen, Scotland and renamed SYLVIA SOROTO. A year later the barque was again under Norwegian ownership, renamed TAURUA and under Norwegian registration until abandoned in Nov. 1895.
21	ARABIA	Barque	957	Aug. 31, 1875	Dorchester, N.B. no. 5, 1875 (Sept. 16).	John F. and Charles E. Taylor of Taylor Bros. and 6 others all from Saint John.	The vessel was sold to Norwegians in 1889, renamed ARGENTINA and was under Norwegian ownership until wrecked in Oct, 1899.
22	A. L. PALMER	Brigantine	490	May 9, 1876	Dorchester, N.B. no. 12, 1876 (May 20)	A. L Palmer of Dorchester.	The vessel was sold and registered at Liverpool, England in Sept, 1876 and in 1883 was sold to Swedish subjects and was under Swedish registration until lost in 1887.

23	LEWIS SMITH	Barque	1093	Aug. 22, 1876	Dorchester, N. B. no. 2, 1876 (Sept. 4).	Robert A. Chapman, Gideon Palmer, John Wright of Coverdale, Lewis Smith and 12 others.	The vessel was sold to Norwegians at. Hamburg on Dec. 28, 1889, renamed GARIBALDI and under Norwegian registration until abandoned in Nov., 1893.
24	ALABAMA	Barque	999	May 29, 1877	Dorchester, N. B. no. 2, 1877 (June 15).	John F. and Charles E. Taylor of Taylor Bros, and 6 others all from Saint John.	The vessel was burnt at sea on August 24, 1887.
25	LENA	Schooner	93	June 25, 1877	Dorchester, N. B. no. 3, 1877 (July 23).	Robert A. Chapman and 7 others from Rockland.	The vessel was sold and registered at Liverpool, England in Nov., 1878 and dismantled in 1887.
26	MATILDA BUCK	Brigantine	271	Sept. 22, 1877	Dorchester, N. B. no. 5, 1877 (Oct. 17).	Gilbert P. Sherwood of New York, Robert A. Chapman, Gideon Palmer	The vessel stranded on Mar. 30., 1884 but was salvaged and sold and registered at Turk's Island until stranded in Dec. 1889.
27	AUSTRALIA	Barque	999	June 1, 1878	Dorchester, N. B. , no 1, 1878 (June 17).	John F. And Charles E. Taylor of Taylor Bros. and 3 other merchants all of Saint John and Thomas R. Anderson, a master mariner from Sackville, N. B.	The vessel was sold to Russian owners on June 10, 1891 and was under Russian registration until ca. 1905 when the vessel was sold to Norwegians, renamed EMMA and was still owned in 1910.
28	S. B. WELDON	Ship	1530	Dec. 4, 1878	Dorchester, N. B. no 4, 1878 (Dec. 4).	Stephen B. Weldon, George Wright, the master, and 6 others from Coverdale, 2 members of the Taylor family and 2 others from Rockland, Gideon Palmer and 2 others from Dorchester and 5 others.	The vessel stranded in the Scheldt River and was sold by public auction on April 2, 1884. The ship was renamed ALICE and registered at Bremen, Germany until 1892 when the ship was sold , renamed KATHINKA and registered in Germany and in 1898 was owned in Norway and renamed DAGGRY and a year later the name was changed to DOUERO The vessel is listed in 1905 as the MARIA BLANQUER and registered in Uruguay

29	C. U. CHANDLER	Schooner	99	Aug 10, 1881	Dorchester, N. B. no. 2, 1881 (Aug. 19)	Charles. U. Chandler and 3 other members of the Chandler family, Robert A. Chapman and 3 others.	The vessel was set on fire by a cargo of lime on Oct 8, 1888, finally scuttled, salvaged and owned by Edward Lantalum, registered at Saint John, N. B. on April 9, 1889 and broken up in Nov. 1899.
30	BOBBIE GODFREY	Schooner	164	July 3, 1882	Dorchester, N.B. no. 1, 1882 (July 14).	Edwin V. Godfrey, Robert A. Chapman and 15 others	The vessel was lost in a hurricane at the Port of Abercibo, Puerto Rico on Aug 16, 1893.
31	SARAH GODFREY	Schooner	185	May 7, 1883	Dorchester, N.B. no. 1, 1883 (May 25)	Edwin V. Godfrey, Robert A. Chapman and 14 others.	The vessel was abandoned at sea on Mar.31, 1890.
ANOTHER VESSEL OWNED BY ROBERT A. CHAPMAN In addition to owning shares and being the managing owner of many of the vessels which he built, Robert A. Chapman was the managing owner of the Schooner EVERGREEN of Windsor, N.S. The EVERGREEN, a schooner of 46 Tons, was built in 1867 at Hantsport, N. S., registered at Windsor, N.S. and initially owned by George W. Churchill. James Hamilton of Moncton was the managing owner in 1873 and Robert A. Chapman was the managing owner from 1876 until the schooner was wrecked in Nov., 1881.							
* Above listing of vessels prepared by Charles Armour, March 2006							

Appendix 2

County of Westmorland Registry Records**

Index Books

The following listing is a transcription of details in the index books of the Westmorland County Registry Office in Moncton. The registry office for the most part deals with land transactions, but also registers other documents such as mortgages, judgments, leases, etc. The indexes are contained in large books designated with the years as indicated below. Each index entry provides the name of the grantee and grantor, the community or parish within which the property is located, the nature of the document and the document's physical location in the deed book. After one has the index entry, one can then go to a deed book, for example: deed book Z-3, turn to page 93, and find the document containing the particulars with regard to date, property description, purchase price, etc. As of the spring of 1993, the Provincial Archives of New Brunswick (PANB) now has the indexes and deed books on microfilm. Particulars appearing below were obtained in some instances from the registry office directly and in other instances from the Provincial Archives of New Brunswick films.

Grantee/ Purchaser	Grantor/ Seller	Deed Book	Location/ Description	Reg. Number	Amount	Date	Comments
Deeds							
Robert A. Chapman (Merchant)	Robert B. Chapman	HH p.262	.25 Acres, Dorchester Parish, Beaumont Village	16800	£50	20 March 1855	
Gregory Bourk et al.	Robert A. Chapman et al.	II p.442	Dorchester				
Robert A. Chapman	Dorchester Manufacturing Company of New York	LL p.82	220 Acres, South Rockland	18306	£300	29 July 1857	For subsequent sale, see Deed 73511 dated 1901

Robert A. Chapman (Merchant)	Simon Outhouse	MM p.546	200 Acres, Rockland	19386	£300	6 December 1858	
Robert A. Chapman	Sarah (widow of Amasa) Weldon	XX p.459	52 Acres, Dorchester	26210	\$312	8 May 1869	
Robert A. Chapman	John & Elizabeth Lamb	C3	3 Acres, Rockland	28756	\$240	20 June 1870	Three dales of marshland bounded: N-George Taylor, E-Memramcook River., S-John Lamb, W-?
Robert A. Chapman	Joseph C. Lamb & Isaac K. Lamb	C3	7 Acres, Rockland	28757	\$400	20 June 1870	Marshland bounded: N-George Taylor, E-Memramcook River, S&W-George Cochran
Robert A. Chapman	John, Joseph & Isaac Lamb	C3	?? Acres, Rockland	29091	\$870?	5 November 1870	Bounded: E-Memramcook River, W-Old Dyke, N-Robert A. Chapman, S-Taylor
Robert A. Chapman	Joseph & John Lamb	F3	11 Acres, Rockland marshland	30151	\$800	16 December 1871	Bounded: S&N-marshland R.A. Chapman, E-Memramcook R., W-old dyke
Robert A. Chapman	George Taylor & Wife	F3	3 Acres, Dorchester marshland	30152	\$140	16 December 1871	Bounded: N-ditch & marshland R.A. Chapman, W-creek & marshland Isaac & Ida Lamb, E-dyke
David E. Taylor (Master Mariner)	Robert A. Chapman & wife	H3	3.75 Acres, Rockland	31242	\$100	17 December 1872	East side of main road, one rod from SW corner of school house, to the river bank

Robert A. Chapman	John Lamb et al.	H3	200 Acres, Rockland	31390	\$2400	12 February 1873	Upland, Bounded: E-public hwy., W-George Cochran, N-William Taylor not including Baptist meeting house 24 acres marshland in the(?)letter G division 3 acres Bounded: W-public hwy., N,E & S-George Cochran
George Cochran	Robert A. Chapman & wife	I3	6.5 Acres, Rockland	31676	\$1200	2 May 1873	Bounded: E-Memramcook R., N-Marshland George Taylor, W & S-Marsh & Upland George Cochran
Robert A. Chapman	Sarah (widow of Amasa) Weldon	K3	25 Acres, Rockland upland	32028	\$150	15 September 1873	Bounded: S & E-marshland R.A. Chapman, N-Thomas McKelvie, John G. Smith & James Drysdale, W- new road to the west of the main public highway
Robert A. Chapman	Robert B. Chapman Jr. & wife	K3	8 Acres, Dorchester	32038	\$500	22 September 1873	Marshland Bounded: E-Penitentiary Rd., N-John Chapman, W-Memramcook River, S - John S. Chapman
Robert A. Chapman	Thomas C. Chapman (teacher) & Mary Jane	L3	Dorchester	32695	\$300	12 May 1874	2 acres marshland bounded: N - S.G. Gilbert & Others, E-? T Dickson, S-?, W-Penitentiary Rd. 20 acres marshland bounded: N-Rufus Chapman, E-baseline, W-John S. Chapman, S - Mary Jane (Widow of William D.?)
James Wallace	Robert A. Chapman & wife	L3	70 Acres, Rockland	32732	\$1100	21 May 1874	West side of public highway, Bounded: W - Alexander Bowden, N - William Taylor, E - Highway
George Cochran	Robert A. Chapman &	N3	40 Acres, Rockland, upland	33770	\$500	1 May 1875	Bounded: S - George Cochran, E - public highway, W -Frances

(farmer)	wife	p.340					Wallace, N - line following tree blazes to back of Cochran's mill brook
John T. Dickie (farmer)	Robert A. Chapman & wife	S3 p.460	3 Acres, Dorchester, marshland	36113	\$100	11 April 1877	Bounded: E – marshland J.T. Dickie, N - marshland Gilbert, W - marshland William Dixon, S-creek
Charles M. Anderson	Robert A. Chapman & wife	T3 p.263	8 Acres, Dorchester	36384	\$500	15 June 1877	Bounded: E - penitentiary road., S-marshland Rufus Chapman
William Capson	Robert A. Chapman & wife	X3 p.230	4 Acres, Rockland, upland	38049	\$100	23 August 1878	Description unreadable on microfilm
George I. Sinclair	Robert A. Chapman & wife	X3 p.231	3 Acres, Rockland. upland	38050	\$80	23 August 1878	Bounded: W- public highway, E - marshland R.A. Chapman, N - William Capson, S-a line
Nehemiah Cole (farmer)	Robert A. Chapman & wife	Z3 p.96	South Rockland	38802	\$40	20 March 1879	Bounded: W - public highway., S - N.Cole, E - marshland of R.A. Chapman, S - A line to school house
Augustus P. Ralph (accountant, Saint John)	Robert A. Chapman, insolvent	Z3 p.236	South Rockland	38912		23 April 1879	Deed of assignment under the insolvency act of 1875
William Hickman (shipbuilder)	Robert A. Chapman per assignee, Augustus P. Ralph	D4 p.265	42 Acres, South Rockland	40698	\$2784.60	22 May 1880	
Thomas B. Cochran	Robert A. Chapman per	D4	100 Acres, Rockland	40699	\$31	22 May 1880	

(clerk)	assignee, Augustus P. Ralph	p.266					
Captain Alfred Bishop (master mariner)	Robert A. Chapman per assignee, Augustus P. Ralph	D4 p.267	100 Acres, Rockland	40700	\$225	22 May 1880	
George Taylor (farmer)	Robert A. Chapman per assignee, Augustus P. Ralph	D4 p.268	.8 Acre, Rockland	40701	\$41	22 May 1880	
Robert A. Chapman	David Chapman & wife	I4 p.225	Dorchester				
Robert A. Chapman (sheriff)	Oswald J. Peters	M4 p.245	Moncton	44342	\$75	29 November 1882	Lot 160 Parsh St., Lot 296 High St., Lot 63 North St.
Robert A. Chapman (sheriff)	George J. Sinclair	N4 p.98	4 Acres, South Rockland	44656	\$40	13 February 1883	
Elizabeth A. Smith, wife of George T. Smith (ship carpenter)	Robert A. Chapman & wife	N4 p.296	1 Acre, South Rockland	44789	\$100	15 March 1883	
Elizabeth McAllister, wife of Joseph McAllister	Robert A. Chapman & wife	O4 p.492	10 Acres, Dorchester	45323	\$150	16 July 1883	
Willard Lawrence	Robert A. Chapman et	P4	Dorchester	45512		30 August 1883	Other trustees: George M. Black, William Weldon, William Dixon,

	al., trustees of the Methodist Church	p.145					???? Dixon, John N. Chapman, Samuel Howell
Margaret McAllister, wife of Luke McAllister	Robert A. Chapman & wife	P4 p.398	South Rockland	45685	\$200	6 October 1883	
Robert A. Chapman	Sarah Chandler	Q4 p.43	1.5 Acres, Dorchester	45841	\$4000	13 November 1883	
Alexander Black	Robert A. Chapman & wife	Q4 p.132	1 Acre, Dorchester	45892	\$400	24 November 1883	
Isaac Smith (mariner)	Robert A. Chapman & wife	R4 p.327	1.25 Acres, South Rockland	46370	\$60	14 March 1884	
Ann McAllister	Robert A. Chapman & wife	T4 p.68	2 Acres, Dorchester	46944	\$150	28 July 1884	
John C. Gunn (ship carpenter)	Robert A. Chapman & wife	T4 p.326	12 Acres, South Rockland	47170	\$120	3 September 1884	Except reservations to Dorchester Mfg. Co. as set out in Deed #18306, July 29/57
Alfred E. Peters	Robert A. Chapman & wife	Y4 p.514	Moncton	48880	\$50	21 September 1885	Lot 63 North & Park St. Lot 180 Park St.
Robert A. Chapman & wife	Alfred E. Peters and wife	Y4 p.516	Moncton	48881	\$50	21 September 1885	Lots 242 & 243 High St.
Philip McLean (joiner)	Robert A. Chapman & wife	F5 p.546	1.12 Acres, South Rockland	51416	\$150	7 May 1887	

Mary Gunn, wife of John Gunn	Robert A. Chapman & wife	I5 p.154	8 Acres, South Rockland	52424	\$300	14 December 1887	
George Blanche (ship carpenter)	Robert A. Chapman & wife	K5 p.168	1 Acre, South Rockland	52942	\$50	21 April 1888	
W. Hazen Chapman	Robert A. Chapman & wife	K5 p.436	1.5 Acres, Dorchester	53175	\$3250	30 May 1888	
Robert A. Chapman (merchant), Henry T. Stevens & Edward C. Cole	A. Cavour Chapman (merchant) & Dennis & Mariane Duffy	L5 p.144	4 Acres & Building, Moncton	????	\$7250	9 August 1888	Mountain Road and Interprovincial Railway
George Blanch (ship carpenter)	Robert A. Chapman & wife	R5 p.43	.5 Acres, South Rockland	56691	\$8	8 August 1890	
James Shannon (ship carpenter)	Robert A. Chapman & wife	R5 p.608	6 Acres, South Rockland	57053	\$100	29 October 1890	
Robert A. Chapman (fisheries inspector)	Simon A. & Rhoda Williams	Z5 p.177	Moncton	60437	\$200	19 September 1892	Lot ??, High Street
William Anderson	Robert A. Chapman & wife	K6 p.475	3 Acres, South Rockland	65109	\$80	27 November 1895	
Canadian Mutual Loan	Robert A. Chapman &	T6	Moncton				

& Inv.	wife	p.673					
James Shannon	Robert A. Chapman & wife	X6 p.690	1.5 Acres, South Rockland	71184	\$10	16 February 1900	
Robert A. Chapman	A.E. Peters & wife	I7 p.397	Moncton				
S. Leslie Chapman (brick manufacturer)	Robert A. Chapman	C7 p.325	200 Acres, South Rockland	73511	\$175	30 August 1901	
James E. Budd	Robert A. Chapman	N7 p.235	Moncton				
Robert A. Chapman	William J. Somers	Q7 p.163	Moncton				
Margaret J. Foster	Robert A. Chapman	G8 p.556	Lot, Moncton	89275	\$300	18 April 1910	
John McInnis	Robert A. Chapman	L8 p.57	Lot, Moncton	91117	\$400	20 April 1911	
Joseph A. Thibodeau	Robert A. Chapman	N8 p.357	Lot, Moncton	92588	\$623	26 January 1912	
Annie O'Rourke	Robert A. Chapman	Q8 p.654	Lot, Moncton		\$1	6 March 1913	
Robert A. Chapman	Charles Smith & wife	Q8 p.697	Moncton				

Damien D. Goguen	Robert A. Chapman	R8 p.340	Lot, Moncton		\$800	10 May 1913	
Leases							
Grantee	Grantor	Book	Description	Reg. Number	Amount	Date	Comments
Robert A. Chapman	Sarah Weldon	ZZ p.562	530 Acres, Rockland	27367	\$2000 @ \$200/year	30 October 1868	timber and wood
Robert A. Chapman	Augustus P. Ralph, assignee	F4 p.439					
Sarah Weldon (Moncton) (widow of Amasa)	Robert A. Chapman		Dorchester Parish	32174			Bounded: E - Robert A. Chapman, W - Petitcodiac, N-S? White, S - Dorchester Union Freestone Co.
Mortgages							
Grantee	Grantor	Book	Description	Reg. Number	Amount	Date	Comments
Robert A. Chapman	Rufus A. Chapman, John (N or W) Chapman & Sarah C. Chapman	U3 p.286	Dorchester	36820	\$700	17 October 1877 Paid 27 September 1887	

William Cochran	Robert A. Chapman & wife	Q4 p.44	Dorchester				
Hiram W. Palmer	Robert A. Chapman	Q4 p.79	Dorchester				
Canadian Mutual Loan and Inv.	Robert A. Chapman	P6 p.689	Moncton				
Sarah M. Smith	Robert A. Chapman	Q7 p.164	Moncton, Lot E. Side of Wesley, partial release			8 April, 1910	Widow of Sir Albert J. Smith -- Robert Andrew's opponent in the 1878 federal election
Sarah M. Smith	Robert A. Chapman	Q7 p.513	Moncton, release			29 September 1910	Widow of Sir Albert J. Smith -- Robert Andrew's opponent in the 1878 federal election
Robert A. Chapman	Frank J. O'Rourke et al.	Q8 p.655	Release		\$1950	17 July 1916	
Assignment of Mortgage							
Grantee	Grantor	Book	Description	Reg. Number	Amount	Date	Comments
Hon. Edward B. Chandler	Robert A. Chapman	V3 p.148	Dorchester	37161		3 Jan 1878	Re: registration # 36820
Memos							
Grantee	Grantor	Book	Description	Reg. Number	Amount	Date	Comments
Against Robert A. Chapman	George S. Defrost & Daniel C. Perkins	PP p.586	Sackville	21519	£514-15	1 July 1861	Supreme Court Judgment - 28 June, 1861
Against	William	QQ	Shediac	21919	£51-8	14	Supreme Court Judgment – 11

Robert A. Chapman	Turner	p.280				December 1861	December, 1861
Against Robert A. Chapman	Thomas E.G. Tisdale	QQ p.292	Shediac	21931	\$157.65	26 December 1861	Supreme Court Judgment – 24 December, 1861
Release of Judgment, Robert A. Chapman	G. S. Defrost	RR p.191	Sackville	22436		28 July 1862	Declared paid April 5, 1862
Robert A. Chapman	George B. Estabrooks	R3 p.132	Moncton				
John P.C. Burpee	Robert A. Chapman	Y3 p.402 ==== D4 p.260	Rockland	38617 40693	\$428.67	31 January 1879 22 May 1880	Supreme Court Judgment – 27 January 1879 Released
Luke Stewart	Robert A. Chapman	Y3 p.467 ==== D4 p.261	Rockland	38661 40694	\$304.68	13 February 1879 22 May 1880	Supreme Court Judgment - 11 February 1879 Released
Peter J. Nevis et al.	Robert A. Chapman	Z3 p.2 ==== D4 p.262	Rockland	38730 40696	\$1376.94	1 March 1879 22 May 1880	Supreme Court Judgment Released
John Baldwin et al.	Robert A. Chapman	Z3 p.82	Rockland	38791	\$92.72	15 March 1879	Supreme Court Judgment - 15 March 1879

		==== D4 p.124		40569		19 April 1880	Released
Sir W. P. Howland et al.	Robert A. Chapman	Z3 p.92 ====	Rockland	????	\$104.45	17 March 1879	Supreme Court Judgment - 17 March 1879
		D4 p.337		40762		11 May 1880	Released
Josiah Wood	Robert A. Chapman	Z3 p.113 ====	South Rockland	38813	\$182.06	31 March 1879	Supreme Court Judgment - 21 March 1879
		D4 p.128		40575		20 March 1880	Released
R.S. Deveber et al.	Robert A. Chapman (insolvent)	Z3 p.135	South Rockland	38833		19 March 1879	Writ of Attachment

NOTICE OF SALE

Joseph Melanson et al. T-4 p.103

Robert A. Chapman, Sheriff

Under the Insolvent Act of 1875, on March 19, 1879, a Writ of Attachment was registered (Reg.#38833, Book Z-3, p.135) to Richard S. Deveber and J.S.Boris Deveber, against Robert A. Chapman (Insolvent) of South Rockland, New Brunswick. The above writ was based on an affidavit sworn March 17, 1879, and filed with the Clerk of the County Court of Westmorland. The writ was served by virtue of an order issued by Judge Bliss Botsford. The following goods were attached:

- General merchandise in store in Rockland
- Office furniture
- 320 acres of upland, with about 30 houses and other buildings thereon
- 25 acres of marsh in Rockland
- 50 acres of marsh in Taylor Village marsh
- Interest in William Taylor property
- Interest in Joseph Warren place - Dorchester

- Interest in lease of 550 acres of land from Weldon Estate
- Woodland on the Lamb estate
- About 100 acres of land in Taylor Village
- About 25 acres of land in Dorchester
- Copper, timber and blacksmith tools in shipyard in Rockland
- 2 yokes of oxen
- 2 cows
- 4 horses
- 1 sleigh
- 2 pumps
- 3 carriages
- lot of hay in barn
- 2 single and one double harness
- carts, sleds and household furniture
- 6 shares in the vessel Robert Godfrey
- 4 shares in the vessel R.B. Chapman
- 10 shares in the vessel G.P. Sherwood
- 4 shares in the vessel Robert A. Chapman
- 10 shares in the vessel David Taylor
- 5 shares in the vessel Mary E. Chapman
- 8 shares in the vessel Vesta
- 3 shares in the vessel Lizzie Wright

Robert A. Chapman was ordered to appear in the County Court of Westmorland within 20 days after service (March 22, 1879), to show cause as to why his estate ought not to be liquidated.

** The above listing prepared by Don Chapman